



INSTALLATION INSTRUCTIONS

REAR CONVERSION KIT A110-18

LINCOLN VERSAILLES REAR AXLES

Thank you for choosing STAINLESS STEEL BRAKES CORPORATION for your braking needs. Please take the time to read and carefully follow these instructions to insure the ease of your installation as well as the proper performance of the complete system.

Before beginning your installation, please verify you have received all the parts indicated on the packing slip. If you believe anything to be missing or incorrect, please call our Customer Service Department at 716-759-8666.

To assure your installation will go safely and smoothly, have the following items on hand to assist you:

JACK & JACK STANDS
LUG WRENCH
TORQUE WRENCH
SOCKET SET
BRAKE CLEANER

WRENCH SET
TUBE WRENCHES
MALLET
BRAKE FLUID

TIP: BEFORE BEGINNING INSTALLATION, TURN ALL FITTINGS & FASTENERS WITH PENETRATING OIL.

1. Removal of Old Brakes

- a) Raise the car until the tires and wheels clear the floor and support the car on jack stands. Remove the lugnuts and remove the tire and wheel assemblies.
- b) Disconnect the flexible brake line from the hard line using a tube wrench. Plug the end of the hard line to prevent brake fluid from draining from the master cylinder. A rubber vacuum cap works well for this.



BE CAREFUL NOT TO GET BRAKE FLUID ON THE PAINT. IT CAN CAUSE SEVERE DAMAGE.

- c) Disconnect the flex line bracket from the axle by removing the bolt. Disconnect the parking brake cables.
- d) The caliper and cradle bracket can be removed as an assembly by removing the two(2) 1/2" bolts. Lift the caliper assembly off the rotor.
- e) Remove the brake rotor. If the rotor will not come off easily, use penetrating oil around the hub and tap with a mallet.
- f) Working through the large hole in the hub flange, remove the four(4) 1/2" lock nuts holding the base bracket and axle in place.
- g) Slide the axle and bracket assembly out of the axle housing. If the axle will not come out easily, a slide hammer can be used to work it free. Save the original t-bolts and nuts as they will be reused.

2. Axle Shafts

- a) The original base brackets must be removed from the axle shafts. The best way to accomplish this is to have the axle bearings pressed off by a machine shop. The brackets can then be removed and new bearings pressed onto the shafts. While it is possible to cut the original base brackets off the axles, GREAT care must be taken not to damage the bearings.
- b) Prior to reinstalling the axle shafts, inspect the condition of the inner seals and replace if necessary.
- c) Slide the axle shafts fully back into the axle housing.

3. Installation of Mounting Brackets

- a) Place the two piece mounting plate (marked "L" - Drivers Side and "R" - Passenger Side) over the axle outside the bearing. The circular depression on the back of the plate becomes the new bearing retainer. Make sure the bearing fits into this depression.
- b) Secure the assembly with the original T-bolts, lock nuts, and supplied lock washers. Torque to 75 ft/lbs.
- c) Install the 7/16-24 x 2" bolts from the kit through the four outer holes in each mounting plate. These bolts should be installed from the outside.
- d) On the backside of the plate, slide one of the 3/4" tubular spacers over each of the bolts. Next install the splash shields from the kit over the four bolts. The open portion of the splash shield should point towards the rear of the car and the rounded lip of the shield should point towards the outside.

- f) Install the caliper mounting straps on the four mounting bolts. Note that the straps are not the same length. The longer strap will go on the bottom and the shorter ones will go on top. The straps should point towards the rear of the car and the ends should point in towards each other. Next, install the parking brake cable L-bracket on the rear upper bolt and install the 7/16-24" elastic stop nuts from the kit on each of the bolts. Torque the bolts to 65-70 ft / lbs.

4. Rotors

- a) Thoroughly clean rotors with brake cleaner to remove the protective coating.
- b) Slide the rotor onto the axle shaft and temporarily secure it into place using one lug nut.

5. Caliper Mounting

- a) Install the calipers so the parking levers are pointing up and the bleeders are pointing down. The calipers will be bled through bleeder screws in the head of the banjo bolts.
- b) Install the banjo block end of the flex lines onto the calipers using the banjo bolts and copper washers supplied. Torque to 10-30 ft/lbs.
- c) The calipers come loaded with the new brake pads. Slide the caliper assembly over the rotor and secure to the mounting straps using the 12mm bolts supplied. Torque to 90 ft/lbs.
- d) For most installations it will be necessary to replace the original hard lines. Use 3/16" line for the new lines. The supplied flex lines have a 3/8"-24 thread with a SAE flare.
- e) For ease of installation, it is best to replace the original emergency brake cables if equipped. The best solution is a universal emergency brake cable kit such as those available from LOKAR. When adjusting the E-brake cables, be sure to have the tires on the ground and be sure the levers on the calipers return fully when releases.

6. Master Cylinder and Proportioning Valve

- a) On many of the earlier cars, there was a residual pressure valve built into the master cylinder. The valve must be removed for proper operation of the rear disc. If your car was a later model or if the master cylinder has ever been replaced, this residual pressure valve may no longer be present.
- b) Remove the master cylinder from the car by unhooking the steel lines and brake pushrod.
- c) Using an easy out and a T-handle, remove the brass seat from the master cylinder port serving the rear brakes. The residual pressure valve is a small rubber flap which can be removed and discarded. The brass seat can then be reinstalled with a punch and a light tap. The tightening of the steel line upon reinstallation will accomplish the final seating.
- d) The master cylinder must then be bench bled (refer to attached page) prior to installation.
- e) The adjustable proportioning valve (optional) with the kit can then be installed in the line going from the brass block to the rear brakes (P/N A0707).
- f) The line from the master cylinder or brass block must be connected to the in port of the adjustable valve and the line going to the rear brake will be connected to the out port.



THE BRASS ADAPTERS MUST BE INSTALLED INTO THE ADJUSTABLE VALVE PRIOR TO CONNECTING THE LINES. THE LINES CANNOT BE THREADED DIRECTLY INTO THE VALVE. DO NOT USE PIPE DOPE OR OTHER THREADED SEALANTS!

7. Filling and Bleeding system

- a) It is advisable to replace the brake fluid if the color is brown or muddy. This is due to water that has been absorbed by the fluid which will eventually corrode the brake lines and master cylinder. This absorbed moisture can also cause a vapor lock situation under extreme braking conditions. Flush system with clean brake fluid and replace with a good grade of disc brake fluid. DOT 3 or DOT 4 fluids are acceptable.
- b) The simplest and most effective way to bleed your brakes is to use the gravity bleeding approach as follows:
 - 1) With calipers installed, make sure all fittings are tight and master cylinder is topped off.
 - 2) Open one bleeder screw at a time starting at the wheel farthest from the master cylinder and working your way back around the wheel closest to the master. With bleeder screw open, observe bleeder. At first the fluid will begin to escape with intermittent air bubbles. When the air bubbles stop and a steady flow of fluid is observed for several seconds, close the bleeder valve and move on to the next wheel.



MAKE SURE TO KEEP A CLOSE WATCH OVER THE FLUID LEVEL INSIDE THE MASTER CYLINDER DURING THE BLEEDING PROCESS. NEVER LET THE RESERVOIR RUN DRY. ALWAYS KEEP IT AT LEAST 1/3 FULL.

- 3) After bleeding both wheels and topping of the master cylinder make 20-30 applications of the brake pedal. If a hard pedal is experienced, no further bleeding is required. If pedal is spongy, repeat bleeding process until a hard pedal is achieved.
- 4) With all bleeding complete, there should be approximately 3/4" to 1" of end play.
- 5) Power brake cars will experience a "drop off" of the pedal when the engine is started. This is a normal condition that signifies the booster is working.
- 6) Pedal end play can be adjusted by lengthening or shortening the pushrod between the pedal rod (or power brake output shaft) and the master cylinder. This is best accomplished under the dash on standard brake cars and between the booster and the master cylinder on power brake cars.

8. Parking Brake Adjustment

- a) The caliper pistons adjust hydraulically by pumping the pedal. When a hard pedal is achieved, there should be a clearance between the pads and rotor of 1/32" to 1/16".



NOTE: IF THE PISTONS BECOME EXTENDED TOO FAR, THE INNER BRAKE PAD CAN BE REMOVED AND THE PISTON CAN BE SCREWED BACK INTO THE CALIPER USING NEEDLE NOSE PLIERS OR A CALIPER ADJUSTING TOOL AVAILABLE AT MOST PARTS STORES.

- b) Make sure the parking brake lever is in the full released position.
- c) Take up the slack in the parking brake cables by adjusting the nut on the threaded rod under the car. Cables should be adjusted until they are taught but not enough to move the parking brake levers on the calipers.
- d) Move the parking brake handle through its full travel several times. The parking brake should hold the car from rolling but create no brake resistance when in the full released position. Make sure the brake lever is returned all the way when the parking brake is released.

FINAL INSPECTION

- a) Once a hard pedal is achieved, all fittings and connections must be inspected to make sure there are no leaks. Also check the level in both reservoirs of the master cylinder and top off, if needed.
- b) Put wheels back on the car and turn wheel by hand to insure that the wheel spins freely and does not interfere with any brake components. If any interferences are detected, DO NOT drive vehicle until problem can be identified and corrected. An optional wheel spacer kit is available from SSBC (P/N A2309-1).
- c) If the caliper interferes with the wheel, it may be necessary to use the 3/16" wheel spacers to clear the wheels. Do not use more than two of the spacers on each wheel.
- d) When you are sure there are no interferences and the pedal is firm, torque the lug nuts and lower the car back onto the ground. Test drive the car and apply the brakes frequently to seat the pads.
- e) The rear brake pressure can be adjusted by turning the knob on the adjustable proportioning valve. It should be adjusted so the rear brakes do not lock up before the fronts.

NOTE: DO NOT USE ANTI-SQUEAK ADHESIVE ON BACKS OF PADS. THIS WILL DEGRADE THE PERFORMANCE OF THE CALIPER!

DO NOT DRIVE IN TRAFFIC UNTIL THE BRAKES SAFELY STOP THE CAR A SAFE DISTANCE WITHOUT A SPONGY PEDAL FEEL!

BRAKING TESTS SHOULD ALWAYS BE DONE IN A SAFE OPEN AREA!

TECH LINE -- If technical help is required, please call 716-759-8666.

NOW ENJOY TRUE PERFORMANCE BRAKING!!

REPLACEMENT PARTS & SPECIFICATIONS

The calipers and brake pads used in this conversion kit are the same as those used from the factory on 1987-88 Ford Thunderbird Turbo Coupe. If you have a problem locating replacement pads, have your parts store reference the F.M.S.I. #D347. If you should need replacement rotors, they are only available from your distributor or **STAINLESS STEEL BRAKES CORPORATION** directly.

If you are using or ever plan on using aftermarket axle shafts, the following rotor dimensions will be important to keep in mind.

| | | |
|---------------------------|---|--------|
| ROTOR HAT INNER DIAMETER | - | 6.330" |
| ROTOR HAT THICKNESS | - | .240" |
| PILOT HOLE INNER DIAMETER | - | 2.840" |

Photos



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

Photos



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12

Photos



Photo 13



Photo 14



Photo 15

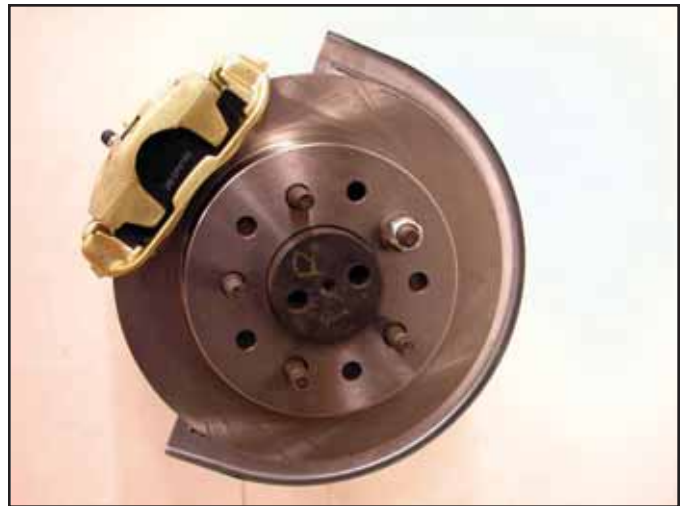


Photo 16



Photo 17

Solutions Guide

to commonly asked questions.

Why is my brake pedal soft?

1) In most cases, Air is trapped in the lines or calipers. Try re-bleeding the system. Do not force new fluid into new brake lines. It may foam and be very difficult to bleed. **Make sure that the bleeder screws on the calipers are facing upward!**

2) If all the air is out of the system, the pushrod from the booster may need adjustment, under the dash, to make it longer. Do not extend it too long or it will not allow the fluid to return, causing brakes to drag. Your pushrod may not be adjustable. If the pushrod can be made longer, try ¼ turn adjustments at a time. SSBC stocks adjustable pushrods for many vehicles. In addition, the pushrod between the Booster and the Master Cylinder may need adjustment. Not all Booster to Master pushrods are adjustable.

3) You may have a bad Master Cylinder. Before you determine this, you should make sure that all the air is out of the system. When installing a new Master Cylinder, always bench bleed first. If you did not, take off the Master Cylinder and bench bleed it. (See Bench Bleeding Instructions below)

Why does the car pull to one side?

The side that the car is pulling to is the caliper that is working. Re-bleed the opposite side and try carefully stopping again.

Why does it feel like there is no Power Assist?

The Booster may not be getting enough vacuum to operate. On some high lift cams, the engine does not develop enough vacuum. The Booster needs at least 16" of vacuum to operate correctly at idle. If you do not have at least 16 inches of vacuum at idle, you may have to add a vacuum pump to your system.

Check for vacuum leaks. There may be leaks in the intake manifold or hoses that would cause low vacuum. The Booster may be bad. Do a vacuum test. If the Booster can retain a vacuum for three (3) minutes after the vehicle is shut off, it is not a bad Booster (refer to steps 1 & 2). All Master Cylinders must be bench bled in a vise before being installed on the vehicle.

How do you bench bleed a Master Cylinder?

Secure one of the ears in a vise so that you can take a large screwdriver and push the piston in. Fill the reservoir with clean fluid. Take a dummy line or our M/C bleeding kit and hook it up to the two ports. Front line to front and rear line to rear reservoirs. Slowly stroke the master and let it return slowly. You should see many air bubbles in the fluid. Repeat this step until you do not see any more air bubbles. SSBC recommends ten (10) slow pumping strokes after you see no more air bubbles. This will insure a good hard pedal. (See SSBC part #0460 Instruction Sheet)

What is the best pad for my vehicle?

Your choice of pads should be determined by how and where you drive the vehicle. If you drive in heavy stop and go traffic you would need a different pad than someone who is road racing. Contact SSBC for the correct application.

How often should brake fluid be changed? (street application only, not racing)

When brake fluid turns brown, it is time to change the fluid. The brown color indicates that the fluid has absorbed water and dirt. D.O.T. #3 & #4 fluids absorb water. Silicone brake fluid is not for track racing.

How can I tell which reservoir is the front or rear of the Master Cylinder?

The front reservoir is usually larger than the rear. In some cases, they are the same size. As a rule, for GM cars & trucks, the rear reservoir is for the rear brakes. On Ford cars & trucks, the front reservoir is for the rear brakes. On front wheel drive vehicles, the brakes are split diagonally. Each bowl of the master cylinder services one front wheel and one rear wheel. This will be important if you are installing a distribution block, proportioning valve, or residual valve. Hint: The larger bowl will feed the disc brakes.

Where is the best place to install a proportioning valve?

The best place to install a proportioning valve is after the distribution block. **Do Not install it between the Distribution Block and the Master Cylinder.** You will not be able to get a hard pedal. Anywhere after the Distribution Block and before the rear flex hose is acceptable for installation.

Why should the flex hoses be replaced? They look O.K. from the outside.

Flex hoses should be replaced every time the calipers are serviced. They flex up and down, just like a shock absorber. They are also under high pressure internally. Flex hoses have a rubber liner that will collapse over time. If it does collapse, it will act as a check valve and not allow fluid to return to the Master Cylinder.

Will my pedal get harder by replacing the flex hoses?

No. When the flex hoses are replaced, re-bleed the brake system. Normally what happens is that bleeding causes a harder brake pedal. A better bleeding job and taking your time will result in the same situation.

Are the rubber flex hoses expanding causing a soft pedal?

Not likely. A soft pedal is usually a sign of air in the system due to poor bleeding. Flex hoses have nylon webbing that is molded into the internal rubber. It is very strong and will hold up to 3,000 P.S.I. Installing braided stainless steel hoses is not necessary; it only improves appearance.

How much brake pressure does it take to stop my vehicle?

Most vehicles, power or non power brake, develop 1,200 P.S.I. When you panic stop or jump on the brakes hard, a surge of 1,400 P.S.I. can be achieved. If a factory proportioning valve installed on the vehicle, the rear brakes are only developing 600 – 700 P.S.I. Drum brakes require lower pressure because they grab more quickly. When rear disc brakes are installed, the rear brake pressure may be increased to 800 – 1,000 P.S.I. or more. A good way to check the pressures and to see if the system is working correctly, use a pressure gauge screwed into the bleeder port (SSBC part # A1704). A vehicle with less than 600 P.S.I. will not stop!

How tight should the wheel bearings be?

The front bearings should always be torqued. Not just hand tightened. Bearings usually require 12-15 Ft./Lbs. of torque. Then you will probably need to back off a little to align the cotter pin hole. Do Not over tighten; the bearing life will be shortened. This procedure only applies to rear wheel drive vehicles with separate bearings and races. On vehicles with one piece sealed bearing assemblies or hub assemblies, refer to a service manual.

What type of differential fluid should I use in my rear axle?

If you have positraction, use a Hypoid or Limited Slip additive that is designed for your particular rear end. If you do not have positraction, any type of 80 –90 weight gear lube is acceptable. Fluid should be changed often if you are trailering or any type of extreme usage. This fluid does brake down with time and usage.

| SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # |
|------------|------------|--------|------------|------------|--------|------------|------------|--------|------------|------------|--------|
| A109 | 1012 | D-8 | A112-2 | 1047 | D-347 | A121P-A | A1033 | * | A125-5 | 1047 | D-347 |
| A109-1 | 10108 | D-531 | A112-3 | 1071 | D-412 | A121P-M | A1033 | * | A125-6 | 1047 | D-347 |
| A109AF | 10128 | D-531 | A112-4 | 1047 | D-347 | A123 | 1050 | D-52 | A125-7 | 1047 | D-347 |
| A109AR | 10128 | D-531 | A112-5 | 1061-1 | D199 | A123-1 | 1050 | D-52 | A125-8 | 10128 | D-531 |
| A109S | 1012 | D-8 | A112-6 | 10128 | D-531 | A123-13 | 1095 | D-731 | A125-9 | 10128 | D-531 |
| A110 | 1049 | D-204 | A112-7 | 1071 | D-412 | A123-14 | 1095 | D-731 | A125-F | 1047 | D-347 |
| A110-10 | 10129 | D-43 | A112-8 | 10128 | D-531 | A123-15 | 10116 | D-749 | A125P | 1047 | D-347 |
| A110-11 | 10113 | D-154 | A112-9 | 1015 | D-52 | A123-16 | 10116 | D-749 | A126 | 1070P | D-413 |
| A110-12 | 10113 | D-154 | A112-93 | 1047 | D-347 | A123-17 | 1095 | D-731 | A126-1 | 1047 | D-347 |
| A110-13 | 1015 | D-52 | A113 | 1071 | D-412 | A123-18 | 1095 | D-731 | A126-10 | 1015 | D-52 |
| A110-14 | 10135 | D-137 | A113-1 | 1071 | D-412 | A123-1A | 1015 | D-52 | A126-11 | 1015 | D-52 |
| A110-15 | 1095 | D-731 | A113-10 | 1071 | D-412 | A123-1C | 1050 | D-52 | A126-12 | 1015 | D-52 |
| A110-16 | 10128 | D-531 | A113-11 | 1015 | D-52 | A123-2 | 1071 | D-412 | A126-13 | 1094A | D-370 |
| A110-17 | 10128 | D-531 | A113-12 | 1095 | D-731 | A123-3 | 1050 | D-52 | A126-14 | 1094A | D-370 |
| A110-18 | 1047 | D-347 | A113-4 | 10128 | D-531 | A123-3A | 1015 | D-52 | A126-15 | 1094A | D-370 |
| A110-19 | 10113 | D-154 | A113-5 | 1015 | D-52 | A123-4 | 1050 | D-52 | A126-16 | 1094A | D-370 |
| A110-2 | 1047 | D-347 | A113-6 | 10128 | D-531 | A123-4A | 1015 | D-52 | A126-17 | 1094A | D-370 |
| A110-3 | 10128 | D-531 | A113-7 | 10128 | D-531 | A123-5 | 1050 | D-52 | A126-18 | 1015 | D-52 |
| A110-4 | 10128 | D-531 | A113-8 | 1070 | D-413 | A123-58 | 1050 | D-52 | A126-19 | 1094A | D-370 |
| A110-5 | 1015 | D-52 | A113-9 | 10128 | D-531 | A123-58A | 1015 | D-52 | A126-2 | 1047 | D-347 |
| A110-6 | 1015 | D-52 | A114 | 1047 | D-347 | A123-59 | 1050 | D-52 | A126-20 | 1015 | D-52 |
| A110-7 | 10110 | D-11 | A115 | 1047 | D-347 | A123-59A | 1015 | D-52 | A126-21 | 10129 | D-43 |
| A110-8 | 10110 | D-11 | A116 | 1049 | D-204 | A123-5A | 1015 | D-52 | A126-22 | 10128 | D-531 |
| A110-9 | 10129 | D-43 | A117 | 1047 | D-347 | A123-6 | 1071 | D-412 | A126-23 | 10128 | D-531 |
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| A111-12 | 10110 | D-11 | A117-12 | 1095 | D-731 | A123-6A | 1071 | D-412 | A126-27 | 10128 | D-531 |
| A111-13 | 10110 | D-11 | A117-13 | 10113 | D-154 | A123-7 | 10128 | D-531 | A126-28 | 10128 | D-531 |
| A111-14 | 10110 | D-11 | A117-14 | 10113 | D-154 | A123-8 | 10128 | D-531 | A126-29 | 10128 | D-531 |
| A111-15 | 10110 | D-11 | A117-15 | 10113 | D-154 | A123-9 | 10128 | D-531 | A126-3 | A1094B | * |
| A111-16 | 10129 | D-43 | A117-2 | 1047 | D-347 | A123-A | 1015 | D-52 | A126-30 | 10128 | D-531 |
| A111-17 | 10129 | D-43 | A117-3 | 1071 | D-412 | A124 | 1047 | D-347 | A126-31 | 10128 | D-531 |
| A111-18 | 10129 | D-43 | A117-4 | 1071 | D-412 | A125 | 1047 | D-347 | A126-32 | 1015 | D-52 |
| A111-19 | 10129 | D-43 | A117-5 | 10128 | D-531 | A125-1 | 1047 | D-347 | A126-33 | 10128 | D-531 |
| A111-2 | 1047 | D-347 | A117-6 | 10128 | D-531 | A125-10 | 10128 | D-531 | A126-34 | 10128 | D-531 |
| A111-20 | 10113 | D-154 | A117-7 | 10128 | D-531 | A125-11 | 10128 | D-531 | A126-35 | 10128 | D-531 |
| A111-21 | 10113 | D-154 | A117-8 | 1047 | D-347 | A125-12 | 10128 | D-531 | A126-37 | 1095 | D-731 |
| A111-22 | 10113 | D-154 | A117-9 | 1095 | D-731 | A125-13 | 10128 | D-531 | A126-38 | 1095 | D-731 |
| A111-23 | 10113 | D-154 | A118 | 1049 | D-204 | A125-14 | 1015 | D-52 | A126-39 | 1095 | D-731 |
| A111-24 | 1015 | D-52 | A120 | A1033 | * | A125-15 | 1015 | D-52 | A126-4 | A1094B | * |
| A111-25 | 10135 | D-137 | A120-10 | 10128 | D-531 | A125-16 | 1015 | D-52 | A126-40 | 10126 | D-834 |
| A111-26 | 1095 | D-731 | A120-11 | 10128 | D-531 | A125-17 | 1015 | D-52 | A126-41 | 10126 | D-834 |
| A111-27 | 10128 | D-531 | A120-12 | 10128 | D-531 | A125-18 | 10110 | D-11 | A126-46 | 10126 | D-834 |
| A111-28 | 1015 | D-52 | A120-2 | 10110 | D-11 | A125-19 | 10110 | D-11 | A126-5 | 1047 | D-347 |
| A111-29 | 10129 | D-43 | A120-2P | 10110 | D-11 | A125-1F | 1047 | D-347 | A126-51 | 1047 | D-347 |
| A111-3 | 10135 | D-137 | A120-2PO | 10129 | D-43 | A125-2 | 1047 | D-347 | A126-6 | 1050 | D-52 |
| A111-30 | 1095 | D-731 | A120-2PPO | 10129 | D-43 | A125-20 | 10110 | D-11 | A126-61 | 1050 | D-52 |
| A111-31 | 10128 | D-531 | A120-3 | 10128 | D-531 | A125-21 | 10128 | D-531 | A126-7 | 1094 | D-369 |
| A111-32 | 10128 | D-531 | A120-4 | 10144 | D-289 | A125-22 | 10129 | D-43 | A126-71 | 1094 | D-369 |
| A111-33 | 10128 | D-531 | A120-5 | 10144 | D-289 | A125-23 | 10129 | D-43 | A126-71A | A1094 | * |
| A111-4 | 10128 | D-531 | A120-6 | 10128 | D-531 | A125-24 | 10129 | D-43 | A126-7A | A1094 | * |
| A111-5 | 10128 | D-531 | A120-7 | 10128 | D-531 | A125-25 | 10129 | D-43 | A126-8 | 1094 | D-369 |
| A111-6 | 10128 | D-531 | A120-7A | 10128 | D-531 | A125-26 | 10113 | D-154 | A126-9 | 1049 | D-204 |
| A111-7 | 10128 | D-531 | A120-7M | 10128 | D-531 | A125-27 | 10113 | D-154 | A127 | 1047 | D-347 |
| A111-8 | A1015-3 | * | A120-8 | 10128 | D-531 | A125-28 | 10113 | D-154 | A127-1 | 10128 | D-531 |
| A111-9 | 1015 | D-52 | A120-9 | 10128 | D-531 | A125-29 | 10113 | D-154 | A127-2 | 1070 | D-413 |
| A112 | 1047 | D-347 | A120D | A1033 | * | A125-3 | 1047 | D-347 | A127-3 | 1071 | D-412 |
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| A112-12 | 1095 | D-731 | A121-2P | 10110 | D-11 | A125-32 | 1015 | D-52 | A127-6 | 1015 | D-52 |
| A112-13 | 10113 | D-154 | A121-2PA | 10110 | D-11 | A125-33 | 10135 | D-137 | A127-7 | 1047 | D-347 |
| A112-14 | 1047 | D-347 | A121-2PAPO | 10110 | D-11 | A125-34 | 1095 | D-731 | A127-8 | 1015 | D-52 |
| A112-15 | 1047 | D-347 | A121-2PM | 10110 | D-11 | A125-35 | 10128 | D-531 | A127-9 | 1047 | D-347 |
| A112-16 | 1095 | D-731 | A121-2PMPO | A10129 | * | A125-36 | 10128 | D-531 | A128 | 1047 | D-347 |
| A112-17 | 10133-1 | D-784 | A121P | A1033 | * | A125-4 | 1047 | D-347 | A128-1 | 1047 | D-347 |

***RE-ORDER PADS DIRECTLY FROM SSBC**

| SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # |
|------------|------------|--------|------------|------------|--------|------------|------------|--------|------------|------------|--------|
| A128-2 | 1047 | D-347 | A141 | 1084-2 | D-154 | A148-7G | 10110 | D-11 | A164-12 | 10128 | D-531 |
| A128-3 | 1049 | D-204 | A141-1 | 1071 | D-412 | A148-7GE | 10129 | D-43 | A164-13 | 10129 | D-43 |
| A128-4 | 1047 | D-347 | A142 | 1050 | D-52 | A148-A | 10113 | D-154 | A164-14 | 10128 | D-531 |
| A128-5 | 1049 | D-204 | A142-1 | 1071 | D-412 | A150 | 1047 | D-347 | A164-15 | 10126 | D-834 |
| A128-6 | 1047 | D-347 | A143 | 1084-2 | D-154 | A150-1 | 1047 | D-347 | A164-16 | 10128 | D-531 |
| A128-7 | 1047 | D-347 | A143-1 | 1071 | D-412 | A150-2 | 1047 | D-347 | A164-17 | 10126 | D-834 |
| A129 | 1050 | D-52 | A143-5 | 1084 | D-154 | A151 | 1071 | D-412 | A164-2 | 10128 | D-531 |
| A129-1 | 1050 | D-52 | A143-58 | 1084 | D-154 | A151-1 | 10113 | D-154 | A164-3 | 10128 | D-531 |
| A129-10 | 10128 | D-531 | A143-59 | 1084 | D-154 | A151-2 | 1095 | D-731 | A164-4 | 10128 | D-531 |
| A129-12 | 1050 | D-52 | A144 | 1084-2 | D-154 | A152 | A1033 | * | A164-5 | 10128 | D-531 |
| A129-13 | 1050 | D-52 | A144-1 | 1071 | D-412 | A152-1 | 10110 | D-11 | A164-6 | 10128 | D-531 |
| A129-1A | 1015 | D-52 | A145 | 1084-2 | D-154 | A153 | A1033 | * | A164-7 | 10128 | D-531 |
| A129-2 | 1050 | D-52 | A145-1 | 1071 | D-412 | A153-1 | A1033 | * | A164-8 | 10128 | D-531 |
| A129-20 | 10128 | D-531 | A146 | 1071 | D-412 | A153-2 | 10110 | D-11 | A164-9 | 10128 | D-531 |
| A129-22 | 1095 | D-731 | A146-1 | 1084-2 | D-154 | A153-3 | 10110 | D-11 | A165 | 10128 | D-531 |
| A129-23 | 10128 | D-531 | A148 | 1084-2 | D-154 | A154 | A1033 | * | A165-1 | 10128 | D-531 |
| A129-24 | 1095 | D-731 | A148-1 | 1084-2 | D-154 | A154-1 | A1033 | * | A165-2 | 1095 | D-731 |
| A129-2A | 1015 | D-52 | A148-14 | 1050 | D-52 | A154-2 | 10110 | D-11 | A165-3 | 1095 | D-731 |
| A129-3 | 1050 | D-52 | A148-14A | 1015 | D-52 | A154-3 | 10110 | D-11 | A165-4 | 10133-1 | D-784 |
| A129-3A | 1015 | D-52 | A148-15 | 1050 | D-52 | A154-4 | A1033 | * | A166-1 | 1015 | D-52 |
| A129-4 | 1050 | D-52 | A148-15A | 1015 | D-52 | A154-5 | A1033 | * | A166-10 | 1015 | D-52 |
| A129-4A | 1015 | D-52 | A148-16 | 1050 | D-52 | A154-6 | 1095 | D-731 | A166-13 | 1015 | D-52 |
| A129-5 | 1071 | D-412 | A148-16A | 1015 | D-52 | A155 | 1047 | D-347 | A166-14 | 1015 | D-52 |
| A129-6 | 10128 | D-531 | A148-17 | 1050 | D-52 | A155-1 | 1047 | D-347 | A166-15 | 10128 | D-531 |
| A129-8 | 10128 | D-531 | A148-17A | 1015 | D-52 | A155-2 | 1047 | D-347 | A166-16 | 1015 | D-52 |
| A129-A | 1015 | D-52 | A148-18 | 1050 | D-52 | A156 | A1033 | * | A166-17 | 1015 | D-52 |
| A130 | 1047 | D-347 | A148-18A | 1015 | D-52 | A156-1 | A1033 | * | A166-18 | 10128 | D-531 |
| A130-1 | 1047 | D-347 | A148-1A | 10113 | D-154 | A156-2 | 10110 | D-11 | A166-19 | 1015 | D-52 |
| A130-2 | 1047 | D-347 | A148-2 | A1033 | * | A156-3 | 10110 | D-11 | A166-1A | 1015 | D-52 |
| A132 | 1046 | D-34 | A148-22 | 1050 | D-52 | A156-4 | 1095 | D-731 | A166-2 | 10128 | D-531 |
| A132-1 | 1046 | D-34 | A148-23 | 10110 | D-11 | A157 | 1047 | D-347 | A166-20 | 1015 | D-52 |
| A132-A | 1046 | D-34 | A148-23FS | 10110 | D-11 | A157-1 | 10128 | D-531 | A166-21 | 10108 | D-531 |
| A132-M | 1046 | D-34 | A148-23FSE | 10129 | D-43 | A157-2 | 10128 | D-531 | A166-22 | 1047 | D-347 |
| A133 | 1046 | D-34 | A148-23RS | 10110 | D-11 | A158 | 1047 | D-347 | A166-23 | A1015-3 | * |
| A133-1 | 1046 | D-34 | A148-23RSE | 10129 | D-43 | A158-1 | 1047 | D-347 | A166-24 | 1015 | D-52 |
| A133-2 | A1033 | * | A148-24FSE | 10129 | D-43 | A158-2 | 1094A | D-370 | A166-25 | 1047 | D-347 |
| A133-2P | A1033 | * | A148-24RS | 10110 | D-11 | A158-3 | 1094A | D-370 | A166-26 | 1047 | D-347 |
| A133-3 | 10110 | D-11 | A148-24RSE | 10129 | D-43 | A158-4 | 10128 | D-531 | A166-27 | 1047 | D-347 |
| A133-3P | 10110 | D-11 | A148-25FSE | 10129 | D-43 | A159 | 10100 | D-268 | A166-28 | 1047 | D-347 |
| A133-3PO | 10129 | D-43 | A148-25RSE | 10129 | D-43 | A159-1 | 1094A | D-370 | A166-29 | 1047 | D-347 |
| A134 | 1046 | D-34 | A148-26 | 10128 | D-531 | A160 | 10128 | D-531 | A166-3 | 1015 | D-52 |
| A134-1 | 1046 | D-34 | A148-26FS | 10128 | D-531 | A160-1 | 1047 | D-347 | A166-30 | 1047 | D-347 |
| A134-1P | 10110 | D-11 | A148-26RS | 10128 | D-531 | A160-2 | 1015 | D-52 | A166-3A | 1015 | D-52 |
| A134-1PPO | 10110 | D-11 | A148-27 | 10128 | D-531 | A160-3 | 1015 | D-52 | A166-4 | 10128 | D-531 |
| A135 | 1050 | D-52 | A148-27FS | 10128 | D-531 | A160-4 | 1047 | D-347 | A166-5 | 1015 | D-52 |
| A135-1 | 1094A | D-370 | A148-27RS | 10128 | D-531 | A161 | 1015 | D-52 | A166-6 | 1015 | D-52 |
| A135-1A | A1094 | * | A148-28 | 10128 | D-531 | A161-1 | 1047 | D-347 | A166-7 | 1015 | D-52 |
| A135-2 | 1094 | D-369 | A148-29 | 10128 | D-531 | A161-2 | 1015 | D-52 | A166-8 | 1015 | D-52 |
| A135-3 | 10110 | D-11 | A148-3 | A1033 | * | A162 | 1095 | D-731 | A166-9 | 10128 | D-531 |
| A136 | 1047 | D-347 | A148-30 | 10110 | D-11 | A162-1 | 10113 | D-154 | A167 | 1015 | D-52 |
| A136-1 | 1047 | D-347 | A148-30E | 10129 | D-43 | A162-2 | 1095 | D-731 | A167-1 | 1015 | D-52 |
| A137 | 1012 | D-8 | A148-31 | 1084-2 | D-154 | A162-3 | 10113 | D-154 | A167-2 | 10128 | D-531 |
| A137-1 | 1050 | D-52 | A148-31A | 10113 | D-154 | A163 | 1015 | D-52 | A167-3 | 1015 | D-52 |
| A137-1A | 1015 | D-52 | A148-32 | 1084-2 | D-154 | A163-1 | 1047 | D-347 | A167-4 | 1015 | D-52 |
| A137-2 | 10128 | D-531 | A148-32A | 10113 | D-154 | A163-2 | 1015 | D-52 | A167-5 | 10128 | D-531 |
| A137-3 | 1050 | D-52 | A148-33 | 1095 | D-731 | A163-3 | 1015 | D-52 | A168 | 1015 | D-52 |
| A137-3A | 1015 | D-52 | A148-34 | 1095 | D-731 | A163-4 | 1047 | D-347 | A168-1 | 1015 | D-52 |
| A138 | 1084-2 | D-154 | A148-4 | 10110 | D-11 | A163-5 | 1015 | D-52 | A168-10 | 1015 | D-52 |
| A138-1 | 1084-2 | D-154 | A148-4E | 10129 | D-43 | A163-6 | 10113 | D-154 | A168-11 | 1015 | D-52 |
| A138-1A | 10113 | D-154 | A148-5 | 10110 | D-11 | A163-7 | 10113 | D-154 | A168-2 | 10128 | D-531 |
| A138-2 | 1050 | D-52 | A148-6F | A1033 | * | A163-8 | 10113 | D-154 | A168-3 | 1015 | D-52 |
| A138-3 | 1050 | D-52 | A148-6FE | 10129 | D-43 | A163-9 | 10113 | D-154 | A168-4 | 1015 | D-52 |
| A138-4 | 1050 | D-52 | A148-6G | A1033 | * | A164 | 10128 | D-531 | A168-5 | 10128 | D-531 |
| A138-A | 10113 | D-154 | A148-6GE | 10129 | D-43 | A164-1 | 10128 | D-531 | A168-6 | 1015 | D-52 |
| A140 | 1084-2 | D-154 | A148-7F | 10110 | D-11 | A164-10 | 10128 | D-531 | A168-7 | 1015 | D-52 |
| A140-1 | 10128 | D-531 | A148-7FE | 10129 | D-43 | A164-11 | 10128 | D-531 | A168-8 | 10128 | D-531 |

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| SSBC Kit # | SSBC Pad # | FMSI # | SSBC Kit # | SSBC Pad # | FMSI # |
|------------|------------|--------|------------|---------------------|--------------------|
| A170 | 1015 | D-52 | A2350014 | 10116 | D-749 |
| A170-1 | 10128 | D-531 | A2350014R | 10117 | D-750 |
| A171 | 1015 | D-52 | A2351000 | 1015 | D-52 |
| A171-1 | 1015 | D-52 | A2351001 | 1015 | D-52 |
| A171-2 | 10128 | D-531 | A2351002 | 1015 | D-52 |
| A171-3 | 1047 | D-347 | A2351003 | 10100 | D-368 |
| A172 | 1015 | D-52 | A2351004 | 1094 | D-369 |
| A172-1 | 1015 | D-52 | A2351005 | 1094 | D-369 |
| A172-2 | 1047 | D-347 | A2351006 | 1094 | D-369 |
| A172-3 | 1015 | D-52 | A2351007 | 1015 | D-52 |
| A172-4 | 1015 | D-52 | A2351008 | 10100 | D-368 |
| A172-5 | 1015 | D-52 | A2351009 | 1094 | D-369 |
| A172-6 | 1015 | D-52 | A2351010 | 1094 | D-369 |
| A173 | 10128 | D-531 | A2351011 | 1015 | D-52 |
| A173-1 | 10128 | D-531 | A2351012 | 1094 | D-369 |
| A173-3 | A10135 | * | A2351013 | 1015 | D-52 |
| A174 | 1015 | D-52 | A2351014 | 1094 | D-369 |
| A174-1 | 1015 | D-52 | A2351015 | 1015 | D-52 |
| A180-M | 1015 | D-52 | A2351016 | 1094 | D-369 |
| A180-S | 1015 | D-52 | A2351017 | 10113 | D-154 |
| A181 | 10113 | D-154 | A2351018 | 10113 | D-154 |
| A182 | 10113 | D-154 | A2351019 | 10118(F) 10119(R) | D-785(F) D-792(R) |
| A185-M | 1015 | D-52 | A2351020 | 10126 | D-834 |
| A185-S | 1015 | D-52 | A2351021 | 10119 | D-792 |
| A186-1 | A1094 | * | A2351022 | 10118 | D-785 |
| A187 | 1095 | D-731 | A2351023 | 10113 | D-154 |
| A187-1 | 1095 | D-731 | A2351024 | 10133-1 | D-784 |
| A187-2 | 10126 | D-834 | A2351025 | 10118(F) 10143(R) | D-785(F) D-974A(R) |
| A187-3 | 10126 | D-834 | A2351026 | 10143 | D-974A |
| A187-4 | 10133-1 | D-784 | A2351027 | 10133-1(F) 10134(R) | D-784(F) D-785(R) |
| A188 | 10110 | D-11 | A2351028 | 10133-1 | D-784 |
| A188-1 | 10110 | D-11 | A2360000 | A1033 | * |
| A189 | 10110 | D-11 | A2360001 | 1046 | D-34 |
| A189-1 | 1095 | D-731 | A2360002 | 1046 | D-34 |
| A190 | A10129 | * | A2360003 | 1066 | D-237 |
| A191 | 10129 | D-43 | A2360004 | 1061(F) 1049(R) | D-199(F) D-204(R) |
| A192 | 10135 | D-137 | A2360005 | 1061 | D-199 |
| A193 | 1095 | D-731 | A2360006 | 10103(F) 10104(R) | D-600(F) D-627(R) |
| A193-1 | 10133-1 | D-784 | A2360007 | 1081(F) 10145(R) | D-412(F) D-627A(R) |
| A194 | 1097 | D-614 | A2360008 | 1061-1(F) 1047(R) | D-199(F) D-347(R) |
| | | | A2360009 | 10127 | D-711 |
| | | | A2360010 | 10127 | D-711 |
| | | | A2360011 | 10137(F) 10104(R) | D-491(F) D-627(R) |
| | | | A2361001 | 10146(F) 10147(R) | D-749(F) D-1012(R) |
| | | | A2361002 | 10146(F) 10147(R) | D-749(F) D-1012(R) |
| | | | A2361003 | 10147 | D-1012 |
| | | | A2370000 | 1092 | D-203 |
| | | | A2370001 | 1092 | D-203 |
| | | | A2370002 | 1093 | D-477 |
| | | | A2370003 | 1015 | D-52 |
| | | | A2370004 | 1093 | D-477 |
| | | | A2370005 | 10111 | D-529 |
| | | | A2370006 | 1094 | D-369 |
| | | | A2370007 | 1094 | D-369 |
| | | | A2370008 | 10111 | D-529 |
| | | | A2370009 | 10111 | D-529 |
| | | | A2370010 | 10111 | D-529 |
| | | | A2370011 | 10114 | D-746 |
| | | | A2370012 | 10120 | D-820 |
| | | | A2370013 | 10125 | D-702 |
| | | | A2370014 | 10125 | D-702 |
| | | | A2370015 | 1093(F) 10139(R) | D-477(F) D-666(R) |
| | | | A2370016 | 10140(F) 10141(R) | D-790(F) D-791(R) |
| | | | A2370017 | 10142(F) 10141(R) | D-945(F) D-791(R) |
| | | | A2380001 | 10121(F) 10122(R) | D-591(F) D-512(R) |
| | | | A2380002 | 10123(F) 10124(R) | D-592(F) D-592(R) |

Short Stop...™ Slotted Rotor Upgrade Kits

| SSBC Kit # | SSBC Pad # | FMSI # |
|------------|-------------------|--------------------|
| A2350000 | 10112 | D-8 |
| A2350001 | 1015 | D-52 |
| A2350002 | 1015 | D-52 |
| A2350003 | 10113 | D-154 |
| A2350004 | 1099(F) 1070(R) | D-623(F) D-413(R) |
| A2350004R | 1070 | D-413 |
| A2350005 | 10101(F) 10102(R) | D-294(F) D-295(R) |
| A2350006 | 1081(F) 1070(R) | D-412 (F) D-413(R) |
| A2350007 | 1081(F) 1070(R) | D-412 (F) D-413(R) |
| A2350008 | 1095(F) 1096(R) | D-731(F) D-732(R) |
| A2350008R | 1096 | D-732 |
| A2350009 | 1097(F) 1098(R) | D-614(F) D-628(R) |
| A2350009R | 1097(F) 1098(R) | D-614(F) D-628(R) |
| A2350010 | 1015 | D-52 |
| A2350012 | 1015 | D-52 |
| A2350013 | 1081 | D-412 |

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Stainless Steel Brakes Corporation

11470 Main Road • Clarence, NY 14031
Ph: 716-759-8666 Fx: 716-759-8688
ssbrakes.com • tech@ssbrakes.com

REPLACEMENT PARTS ORDER FORM

DATE: _____

ORDERED BY:

NAME: _____

COMPANY: _____

STREET: _____

CITY: _____ ST: _____ ZIP: _____

DAY PHONE: _____

FAX: _____

E-MAIL: _____

CUSTOMER # (from receipt): _____

SHIP TO:

NAME: _____

COMPANY: _____

STREET: _____

CITY: _____ ST: _____ ZIP: _____

DAY PHONE: _____

FAX: _____

E-MAIL: _____

VEHICLE INFORMATION:

TYPE OF AUTOMOBILE: _____

YEAR _____ ENGINE: ___ 4 CYL. ___ 6 CYL. ___ 8 CYL.

TYPE OF DRIVING:

___ STREET ___ RACING

___ STREET & SLALOM ___ STREET MODIFIED

ORDER INFORMATION:

| QUANTITY | PART # | DESCRIPTION | UNIT PRICE | AMOUNT |
|----------|--------|-------------|------------|--------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

METHOD OF PAYMENT:

___ CHECK/MONEY ORDER ___ VISA ___ MASTERCARD ___ DISCOVER ___ AMEX

CREDIT CARD #: _____ EXP: _____

SIGNATURE: _____

Total Merchandise

NY Residents Sales Tax

Ins. (add \$0.35 per \$100.00)

UPS Shipping (please call)

TOTAL

Price subject to change without notice. Not responsible for typographical errors.

NOTE: Name, address & telephone number must be printed on checks. Driver's License number required for personal checks.

FREE FREIGHT

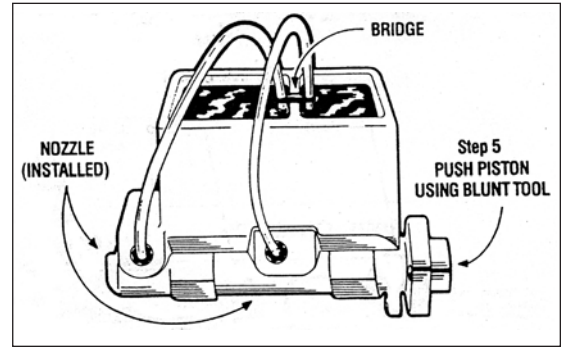
IF ORDERED WITHIN 30 DAYS OF INITIAL ORDER

MAIL OR FAX YOUR ORDER!

How and why do I bench bleed a master cylinder?

When installing or replacing a master cylinder, it is critical that all air is removed from the master cylinder. This can easily be done by bench bleeding the master cylinder prior to installation. Using the SSBC master cylinder bleeder kit (#0460):

- 1) Place your master cylinder in a vise by the ears (not body). Make sure it is level.
- 2) Attach a piece of clear plastic hose to the short end of one of the plastic nozzles. Do the same to the other hose and nozzle.
- 3) Clip the plastic bridge to the wall and push the ends of the hose through the holes so they are SUBMERGED in the reservoir on either side of the wall.
- 4) Press the tapered end of the nozzle FIRMLY into the cylinder port hole with a twisting motion. Repeat this procedure on the other port hole.
- 5) Fill the reservoir with CLEAN brake fluid recommended by the manufacturer.
- 6) Using full strokes, push the piston in, then release. Do this until ALL the air bubbles have disappeared from the clear plastic hose. **(CAUTION-MASTER CYLINDER WILL NOT BLEED PROPERLY UNLESS HOSES ARE SUBMERGED IN BRAKE FLUID UNTIL THE BLEEDING PROCESS IS COMPLETED.)**



Now mount master cylinder and avoid brake fluid leaking out of front and rear ports during installation.

Bleeding steps for Dual Port Master Cylinder

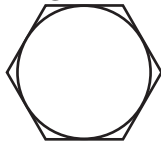
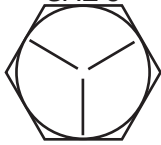
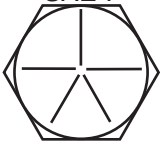

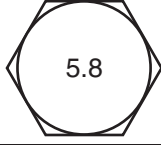
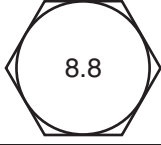
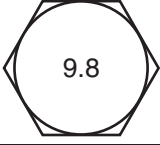
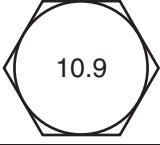
If you have a master cylinder with dual port holes (4 port holes - 2 on each side), it is necessary to bleed both port sides of the master cylinder. If both sides of the master cylinder are not bled, there will be air trapped in the master cylinder and your brakes will not function properly.

To bleed dual port master cylinders:

- 1) Follow steps 1 - 6 above on the side you will be hooking the brake lines to. Plug the other side.
- 2) Once the air bubbles are no longer visible in the plastic hose, open the bleeder screws in the supplied plugs and allow the master cylinder to gravity bleed. **DO NOT** push the master cylinder piston in while the plugs are gravity bleeding.
- 3) When clear, steady streams of fluid are coming out of both bleeders, close and tighten the bleeders. Give the master cylinder piston several strokes, making sure there are still no bubbles present in the clear plastic tubes.
- 4) Remove the tubes and plastic fittings and mount the master cylinder on the vehicle being careful not to spill brake fluid on any painted surfaces.

TORQUE SPECIFICATIONS

BEFORE DRIVING YOUR VEHICLE, YOU SHOULD CHECK THE TORQUE ON ALL NUTS AND BOLTS IN THE KIT, INCLUDING ANY SLIDER BOLTS ON THE CALIPERS. RE-TORQUE CALIPER BOLTS AFTER 500 MILES. ALL SPECIFICATIONS ARE IN FT-LBS.

| BOLT GRADES | | | | |
|--------------------|---|--|---|---|
| U.S. |  |  |  |  |
| Metric |  |  |  |  |
| Steel Type | Low Carbon (soft) | Medium Carbon Heat Treat | Medium Carbon Alloy | Medium Carbon Alloy |

| SAE | Bolt Grade | 2 | 2 | 5 | 5 | 7 | 7 | 8 | 8 | Socket Head Cap Screw | Socket Head Cap Screw |
|------------|-----------------|-----|-------|-----|-------|-----|-------|-----|-------|-----------------------|-----------------------|
| Bolt Dia. | Thread per inch | Dry | Oiled | Dry | Oiled | Dry | Oiled | Dry | Oiled | Dry | Oiled |
| 1/4" | 20 | 4 | 3 | 8 | 6 | 10 | 8 | 12 | 9 | 14 | 11 |
| 1/4" | 28 | 6 | 4 | 10 | 7 | 12 | 9 | 14 | 10 | 16 | 13 |
| 5/16" | 18 | 9 | 7 | 17 | 13 | 21 | 16 | 25 | 18 | 29 | 23 |
| 5/16" | 24 | 12 | 9 | 19 | 14 | 24 | 18 | 29 | 20 | 33 | 26 |
| 3/8" | 16 | 16 | 12 | 30 | 23 | 40 | 30 | 45 | 35 | 49 | 39 |
| 3/8" | 24 | 22 | 16 | 35 | 25 | 45 | 35 | 50 | 40 | 54 | 44 |
| 7/16" | 14 | 24 | 17 | 50 | 35 | 60 | 45 | 70 | 55 | 76 | 61 |
| 7/16" | 20 | 34 | 26 | 55 | 40 | 70 | 50 | 80 | 60 | 85 | 68 |
| 1/2" | 13 | 38 | 31 | 75 | 55 | 95 | 70 | 110 | 80 | 113 | 90 |
| 1/2" | 20 | 52 | 42 | 90 | 65 | 100 | 80 | 120 | 90 | 126 | 100 |
| 9/16" | 12 | 52 | 42 | 110 | 80 | 135 | 100 | 150 | 110 | 163 | 130 |
| 9/16" | 18 | 71 | 57 | 120 | 90 | 150 | 110 | 170 | 130 | 181 | 144 |
| 5/8" | 11 | 98 | 78 | 150 | 110 | 140 | 140 | 220 | 170 | 230 | 184 |
| 5/8" | 18 | 115 | 93 | 180 | 130 | 210 | 160 | 240 | 180 | 255 | 204 |
| 3/4" | 10 | 157 | 121 | 260 | 200 | 320 | 240 | 380 | 280 | 400 | 320 |
| 3/4" | 16 | 180 | 133 | 300 | 220 | 360 | 280 | 420 | 320 | 440 | 350 |
| 7/8" | 9 | 210 | 160 | 430 | 320 | 520 | 400 | 600 | 460 | 640 | 510 |
| 7/8" | 14 | 230 | 177 | 470 | 360 | 580 | 440 | 660 | 500 | 700 | 560 |
| 1" | 8 | 320 | 240 | 640 | 480 | 800 | 600 | 900 | 680 | 980 | 780 |
| 1" | 12 | 350 | 265 | 710 | 530 | 860 | 666 | 990 | 740 | 1060 | 845 |

| METRIC | 5.8 | 8.8 | 9.8 | 10.9 |
|---------------|-------|-------|-------|-------|
| Bolt Dia. | Oiled | Oiled | Oiled | Oiled |
| 5mm | 3.5 | 5 | 6 | 8 |
| 6mm | 6 | 9 | 10.5 | 12 |
| 8mm | 15 | 22 | 25 | 32 |
| 10mm | 29 | 44 | 51 | 62 |
| 12mm | 51 | 76 | 89 | 111 |

Per SAE J1701 and SAE J1701M specifications.

UNIVERSAL FRONT DISC BRAKE CHECKLIST

- [] 1) Spindle Properly secured to ball joints and tie rods with castle nut and cotter pin.
- [] 2) All mounting bolts properly tightened.
- [] 3) Wheel bearings properly packed with grease.
- [] 4) Inner bearing must be installed before grease seal.
- [] 5) Rotor / bearings slide onto spindle with ease.
- [] 6) Washer, castle nut properly torqued and cotter pin installed.
- [] 7) Calipers installed and properly torqued.
- [] 8) Spin rotor and check for any interference. (If any interference is found, resolve problem before driving vehicle.)
- [] 9) Flex lines are properly installed with no interference.
- [] 10) Power booster (if applicable) installed properly.
- [] 11) Master cylinder bench bled according to the instructions.
- [] 12) All brake lines are properly tightened and free of leaks.
- [] 13) Turn wheels lock to lock and check for any interference.
- [] 14) Place wheel onto vehicle and spin the wheel to make sure there is no interference between the brakes and wheel.

UNIVERSAL REAR DISC BRAKE CHECKLIST

- [] 1) All bolts on base bracket properly tightened.
- [] 2) All caliper mounting bolts properly tightened.
- [] 3) Rotor slides onto axle with ease.
- [] 4) No interference with rotor and any other parts (splash shield, brackets, etc.).
- [] 5) Caliper is centered over the rotor (because of difference in axle lengths, you may have to shim caliper in or out).
- [] 6) No interference with caliper and rotor.
- [] 7) All brake lines are tight with no leaks.
- [] 8) Parking brake is properly adjusted and not dragging, with vehicle on ground.
- [] 9) Adjustable proportioning valve installed (if applicable).
- [] 10) Distribution block modification made (if applicable).
- [] 11) Brake system properly bled.



WITH EVERY NEW SET OF ROTORS AND PADS, YOU SHOULD GIVE YOUR VEHICLE 200 - 250 MILES OF EASY DRIVING TO PROPERLY SEAT THE PADS TO THE ROTORS. DO NOT TAKE THE VEHICLE UP TO 60 MPH AND JAM ON THE BRAKES BEFORE THE FIRST 200 - 250 MILE BREAK IN PERIOD IS OVER, OR YOU WILL GLAZE THE PADS AND ROTORS.

TECHNICAL SUPPORT / WARRANTY POLICY

You have just purchased a high quality product manufactured by Stainless Steel Brakes Corporation. To ensure proper installation, please read all instructions thoroughly before beginning your work. In most applications, your kit will install as the instructions indicate. From time to time, the original equipment on some vehicles may have slight variations that can effect the ease of installation. Minor modifications during installation may be necessary to successfully install your kit. If modifications are necessary, please refer to a licensed mechanic and/or contact our technicians for modification approval.

Installation of braking, steering and suspension components and systems require proper procedures and methods to assure safe and correct operations.

Always test completed installations in a safe area. For proper operation, and if questionable, correct prior to placing the vehicle in service.

Our company maintains experienced technical service personnel, including a licensed professional engineer who have the knowledge and background to help you with installation or operating problems. Our technicians may be reached by telephone at 716-759-8666, Monday - Friday, 9:30 AM - 5:30PM EST. If unavailable, please leave a brief message, including your day phone number, and they will return your call as soon as possible. You can also e-mail us at tech@ssbrakes.com. If you prefer, we will be pleased to speak with your installing mechanic.

If it becomes necessary to return an item for any reason, a Return Goods Authorization (RGA) Number must first be obtained by telephone. A simple written description of the reason for the return should be included with the part. Your name and phone number should also be included. (Use the attached form.) "Defective" is not enough of a description. See following page for detailed instructions.

We urge you not to disassemble or alter any part supplied, nor purchase additional parts or services in order to facilitate installation. Lack of prior approval by our company will constitute a violation of our warranty with consequent denial of reimbursement for parts - faulty or not.

Before contracting outside professional assistance, please be aware that we do not reimburse for labor charges under any circumstance. Consult our standard warranty card provided with your order.

NEED TO RETURN A PART? FOLLOW THESE INSTRUCTIONS.

- > Did you call our Technical Assistance (716-759-8666) before you decided to make a return? If not, you should do so now.
- > You must have a Return Goods Authorization Number (RGA) issued to you prior to returning any item. If you return without an RGA #, you run the risk of not receiving credit.
- > Make sure to include the completed Return Form with invoice and RGA # with your parts.
- > Whenever possible, please return item in original box with invoice and RGA # clearly marked on the outside of the box.
- > Any return must be shipped postage paid - NO collect shipments will be accepted.
- > All warranty items will be sent ground UPS. Any other type of shipping service will be at customer's expense.

It is a good idea to insure the returned part(s) for the full value to protect yourself against loss. We strongly suggest you ship by UPS or U.S. Mail, no BUS or AIR shipments will be accepted. All foreign returns must have authorization.

NOTE: Under no circumstance should any product(s) or part(s) be returned without prior authorization number (RGA #). Any part which, in our opinion, shows evidence of being used, installed contrary to SSBC instruction, defaced, subjected to improper handling, packaging or shipping by the customer will not be eligible for exchange, refund or warranty consideration.

RETURN FORM

Name: _____

Invoice #: _____

Address: _____

Date Purchased: _____

Purchased From: _____

Phone: _____

List item(s) and a detailed explanation of why you are returning the item(s):

[illegible]**RG#** _____

Use this label for your package.

From: _____

TO: Stainless Steel Brakes Corp.
 11470 Main Road
 Clarence, NY 14031

RGA #: _____ Invoice #: _____